

Timeline Of Railroads & Mining In Cuyuna Country

Date	General Information	Northern Pacific Railroad Related Information	SOO Line Railroad Related Information
B41850	The Census Report mentioned that ore might be present in the area that would later become the Cuyuna Range.		
???	Mining was already underway on the Mesabi range.		
1852	Cuyler Adams was born in Canton Il.		
1857	The Railroad Aid Bill was passed to provide incentives for the building of transcontinental railroads.		
1861	George Crosby was born in Hastings, MN.		
1862	Evidence was later found of digging for ore that took place as early as 1862.		
1864		The NP was chartered to build a line from Lake Superior to Puget Sound.	
1870	Adams moved to the Lake Vermillion area to trap and trade. While there Adams met and learned from prospectors and surveyors that later founded the Vermillion Iron Range.	The NP began building their line with survey and swamp crews. Construction was mainly done by hand. RR ties were cut from local timber by axe (50/day/man). Labor mainly came from Northern Europe. Crew cars followed the construction to provide shelter and food.	
1871		The new NP line reached Deerwood.	
1872		The NP built a depot in Deerwood.	
1871	Robert Arichibald became the first Deerwood homesteader.		
1870-75		Adams bought NP stock which he later exchanged for 100,000 acres of North Dakota farmland which he sold over the next 5 years to new farmers at a huge profit.	

Date	General Information	Northern Pacific Railroad Related Information	SOO Line Railroad Related Information
1875	Eli Griffith noted a magnetic effect on his compass		
	and suspected ore but couldn't raise exploration capital.		
Late 1870's		The NP declared bankruptcy.	
1878	Adams bought land south of Deerwood for timber		
	and built a home on Reno Lake.		
1880		The NP began running again. Immigration increased.	
1882	Henry Pajari, 25, suspected ore. Prospected for 3 months		
	and began digging in Irondale/Nokay Lake area but		
	ran out of funds and gave up.		
1883	Physician, politician & businessman, Dr. Hemstead and		
	a builder, Mr Fogelstrom, both of Brainerd, sank a shaft		
	in a marsh on the north side of Oak Street in SE		
	Brainerd but at 50 feet they hit a large boulder or a		
	granite shelf and gave up.		
1886	Crosby successfully prospected near Hibbing.		
	He sold/leased his land claims for a lot of money.		
1888	While surveying his timber land, Adams detected a magnetic		
	effect on his compass. He suspected ore but kepts his		
	findings secret while he began prospecting around the area.		
	He used a Swedish Dip Compass designed to swing up		
	and down (instead of side to side). He added		
	to the knowledge he gained while on the Vermillion		
	Range by reading extensively.		
1890	Adams completed exploration around the area and		
	used his funds to secure land.		
1892	W. C. White, a Duluth lawyer, who had known Adams		
	when they both lived in North Dakota, bought property		
	for a summer home next to Adams on Reno Lake.		
1901	Adams told White of his discoveries.		

Date	General Information	Northern Pacific Railroad Related Information	SOO Line Railroad Related Information
1903	Adams & White formed Oreland Mining Company.		
1903	White sought investors.		
1904/05	Exploration drilling began at Oreland and Rabbit Lake.		
	Ore was found but it was low quality.		
1904	Oliver Mining, a subsidiary of US Steel, began exploration		
	giving credibility to the idea that there was ore in the area.		
	Oreland Mining Company stock could now be sold.		
1900-05	As Adams explored the area he was accompanied by his		
	St. Bernard. At some point his name, Cuyler, and the dog's		
	name, Una, were combined to create Cuyuna.		
1900-05		Adams had discussions with NP re shipping	
		supplies in and ore out. The NP line through Deerwood	
1905	Crosby bought land for a new town. Having seen	was the only railroad in the area. Adams felt their	
	deplorable conditions on the Mesabi Range, he	rates were too high and that they didn't want to	
	designed his town to be much better. He also insured	invest the money necessary to construct 4 miles	
	the town site isn't on top of ore (as was the case in	of trackage from their line and the Rabbit Lake site.	
	Hibbing where much of the town had to be moved).		
1905	Crosby got an option on land by Rabbit Lake.		
1905			Adams began secret talks with SOO Line President
			Pennington. The SOO Line didn't have trackage in the
			area but it needed a line to get North Dakota grain
			to Duluth.
1908	Cuyuna, a boom town because it was near the		Adams and Pennington developed a secret
	Rabbit Lake site, was platted.		agreement that Adams would form a
			railroad from the mines that would connect with
1909	High quality ore was found at the Rabbit Lake site.		a new line that the SOO Line would build and
			then the SOO Line would acquire Adam's
1909	Adams formed the Cuyuna Iron Range Railroad and began	The NP (and others) assumed the new Cuyuna Iron	railroad.
	laying trackage from the Rabbit Lake site towards	Range Railroad would connect with their line.	
	Aitkin where a connection with the NP would be		
	possible.		

Date	General Information	Northern Pacific Railroad Related Information	SOO Line Railroad Related Information
1909			The SOO Line announced plans to build a line from
			the Thief River Falls area to the McGregor area
			giving them a direct line from North Dakota to
			Duluth.
1909			The Cuyuna Iron Range RR announced plans to go
			beyond Aitkin (where everyone assumed they would
			connect with the NP) to a point (Lawler) where
			their line would connect with the new SOO Line.
1910			The Cuyuna Iron Range RR completed their line from
			Rabbit Lake and Crosby to Lawler and built a
			depot in Crosby.
1910		The NP was shut out of the new Cuyuna Range ore	The SOO Line bought the Cuyuna Iron Range Railroad.
		business.	
1910	The Crosby population was 3,000.		
1910			The SOO Line buildt a line to Deerwood to haul coal
			to the new Cuyuna Range Power Company. They
			had plans to extend the line to Oreland (but never
			did). A SOO Line depot was built (SE of the current
			intersection of highways 6 and 10).
1911			Passenger and general commodity shipments
			began between Duluth and the Cuyuna Range.
1911	10 mines, one active, 147,000 tons shipped.		The first Cuyuna Range ore shipment was made from
			the Kennedy Mine near Rabbit Lake to Duluth.
1912	Plans were developed for a boom town at the Oreland	Adams, who was now out of the Cuyuna Iron Range RR,	
	site (4 miles SW of Deerwood). A fancy hotel was built	formed Cuyuna Northern RR. An agreement was reached	
	and cement sidewalks were poured.	for the Cuyuna Iron Range RR to build a line from	
		Oreland to connect with the NP in Deerwood.	
1913			The second mine (Thompson Mine)
			began shipping ore on the SOO Line.

Date	General Information	Northern Pacific Railroad Related Information	SOO Line Railroad Related Information
1913			The Cuyuna Range Power Company capacity was already exceeded. Electricity generating dams were built at Sylvan and Pillager so the plant at
			Deerwood was closed eliminating coal traffic into Deerwood. Passenger traffic decreased due to the building of roads and lumber volume decreased as the timber to the SE of Deerwood was logged off.
1914	Oreland population was about 300. Only low quality ore was found. The mine closed and the town disappeared.	The NP bought the Cuyuna Northern RR from Adams.	
1915	21 mines, 8 active, 968,495 tons shipped, 1,242 miners.		
1915		The NP Deerwood depot was destroyed by fire.	
1917		The NP replaced the Deerwood depot with a brick structure.	
1918	40 mines, 8 active, 2,588,106 tons shipped, 2,120 miners.		
1919	44 mines, 25 active, 2,262,576 tons shipped, 2,747 miners (highest year for employment).		
1922			The Deerwood SOO Line Depot was moved to Riverton.
1924	Milford Mine floods killing 41 miners.		
1920-30	Average 25 active mines, 2,000,000 annual shipments, 1,200 miners.		
1925			The SOO Line determined that their ore dock at Lake Superior couldn't continue operation without substantial investments in repairs.
1928	An agreement was made between the NP and the SOO for both railroads to load out ore through the NP ore dock at Lake Superior.		
1930	An agreement was made between the NP and the SOO for joint passenger & freight operations out of the Cuyuna Range.		Much of the SOO Line Cuyuna Range was abandoned by 1930. The rest became part of their joint operating agreement with the NP.

Date	General Information	Northern Pacific Railroad Related Information	SOO Line Railroad Related Information
1939-44	Ore demand increased dramatically during WW2.		
	The Rabbit Lake site (Kennedy Mine) which was a		
	shaft mine, was expanded by draining the east portion		
	of Rabbit Lake for an open pit mine.		
1984	The last remaining mine (Virginia) made the last shipment		
	of ore from the Cuyuna Range.		
1987		The NP depot in Deerwood was dismantled.	